



Dolly Mings and Her Trainer, George Freeth



Much interest is being attached in Honolulu to the early coming of Miss Dolly Mings and George Freeth, her trainer.

Dolly Mings is reputed to be a fast swimmer and how she will perform in local waters is a subject which has all Honolulu aquatic experts, near-experts and would-be experts going considerable of late.

Ruth Wayson Stacker, while not saying much, is quietly and with considerable perseverance keeping in the best swimming condition as she feels, it is claimed, that in the coming visitor she will meet a competitor worthy of her mettle.

George Freeth, who is coming here as

Dolly Mings' trainer, is well known in Honolulu, for it was at Waikiki that he first developed his swimming abilities. Freeth is quite some swimmer himself and is also a star water acrobat, excelling to a marvelous degree in spectacular and fancy stunts. He has been of late years stationed at Redondo Beach, Southern California, in the life saving service.

Freeth is an expert artist with the surfboard and canoe and he has taught the use of the thrilling surfboard to many hundreds of Southern Californians who are now said to be quite adept in the manipulation of the water skimming board. George will find many friends to welcome him on his early arrival in Honolulu.

Discovers After Many Months How the Smiling One Bested California's Scholastic Pride.

Under the heading "Smiling Slab Star Defeats Stanford; Honolulu Develops Marvel in Toney Medeiros," Tony Medeiros, the P. A. C. pitcher, came in for some mention in the San Francisco Examiner of January 27 last, which was received here on Monday by the Chiyo Maru mail.

This is what the Examiner had to say of "Smiling Toney":

"Honolulu baseball fans are waxing enthusiastic over the pitching of 'Smiling' Toney Medeiros, a youngster who has been showing a lot of class in games on the island."

"Medeiros won this game against the Stanford University team, 1 to 0, after a twelve-inning struggle, and has twice won from the Chinese team of Honolulu, which apparently is the big noise on the diamond."

"The Chinese team recently won a ten-inning game from the All-Oahu team with Johnny Williams in the box for the picked team. Williams held the Chinese to five hits in nine innings, but they bunched three on him in the tenth and won out, 4 to 2. Johnny walked six men and struck out ten. He had a good day at the bat, gathering three safeties out of five times up."

"There is a suspicion among some Honolulu fans that Johnny Williams, on his arrival recently in San Francisco from Honolulu, was the man who gave the Examiner this tardy bit of information. If this be so, it proves how one great artist can afford to be magnanimous as to another."

Connecticut proposes to erect in her state capital at Hartford, a monument to John Fitch, who first propelled a boat by steam power. Fitch was a native of the town of South Windsor, Connecticut, whose citizens are backing the movement for his memorial.

Mid-Winter Bowling League at Y. M. C. A. Now in Full Swing.

Mid-Winter Bowling League standing:

	Games	Pins
Honolulu	9	7506
McKinley	9	7310
Kaimuki	9	7308
Kilauea	9	7299
Aiehaue	9	7212
P. B. C.	9	7009

Monday night's games on the Y bowling alley resulted in a decisive victory for the veteran Honolulu who are now in the lead by nearly two hundred pins.

The P. B. C. managed to take the first game by a close margin, but went to pieces the latter part of the match. Captain Gomes promises a surprise before the close of the tournament and it is thought that he has his eye on some good timber not yet appropriated.

Mills was the dark horse of the evening as this was his first appearance on the alleys since he joined the benedict ranks several months ago. He took both honors for the Honolulu, high score and high average. Gear had next high average and Scott had next high score with 212. Franks of the P. B. C. took the double honors for his team.

	P. B. C.	Honolulu
Soares	134	148
Franks	168	207
Melin	143	134
Ferreira	187	163
Gomes	151	157
Gear	189	173
Mills	183	148
L. J. Scott	122	212
Winn	142	178
Frans	142	182
	778	809
	778	803

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CAPTAIN MATSON OFFICIALLY WELCOMED BY BUSINESS MEN

(Continued from Page Five)

tion of \$55,000,000, of which \$50,000,000 was sugar; fruits, largely pine apples, \$3,000,000, and the remainder made up of coffee, rice and sundries. Perhaps I have made my remarks on exports too generally sugar, owing to its preponderance of ninety per cent of the whole, but the pineapple industry should not be overlooked as the second of our industries and a most important one. It is the one agricultural pursuit, other than sugar, that has steadily advanced since its inception. Beginning in 1895, in which year the statistics show an exportation of 468 cases, the pineapple industry has steadily progressed forward, and latterly by leaps and bounds, the output for 1913 being unofficially reported as upwards of 1,500,000 cases of an estimated value of approximately \$5,000,000. Further substantial growth is evident, as it is said that the pack of 1914 will reach possibly 2,000,000 cases. This product reaching the consumer as "Hawaiian Pineapple" has probably advertised Hawaii's commerce in a greater degree than any other island production, as the consumer never, or at least rarely, knows from what country the sugar which he eats originates.

"In the year 1913 the total value of our domestic exports receded, both in volume and value—the value figures having been cut down about \$10,000,000, by the low prevailing world's price of sugar."

A Welcome Kamaaina.

"The position of our guest of honor, Captain Matson in relation to Hawaiian commerce and its development, has been one of mutual advantage, as he has always stood by to provide what the islands have needed on the transportation end of their development. Moreover, we include Captain Matson in that class which we designate as kamaaina, for the reason that his aloha for the islands has been and is still of the sort that entitles him to the distinction—if such it be—and I think it is. Whatever Captain Matson has ventured into, and there has been a lot of it, he has invariably remembered his island friends. Hence, we regard him here in Hawaii as one of us, a valuable ally in the struggle for Hawaii's continued prosperity, which he always regards with a watchful eye and is ready to fight for if there be need. The crowning achievement of his shipping career, the magnificent Matsonia, that lies in our harbor today, is in itself a splendid marine beacon, reflecting his enterprise and fearless confidence in the future of Hawaii's commerce."

Development of Matson Line.

The growth of the Matson line, from the days when Captain Matson came to Hawaii in a small brig to the day when the magnificent Matsonia tied up at the Matson wharf on Monday, was outlined in a paper by E. D. Tenney, read by J. P. Cooke. Mr. Tenney said:

Matson's First Ventures.

"In 1881, Captain Matson first considered entering into the shipping trade with the Hawaiian Islands, and built the schooner Emma Claudina. The Emma Claudina was a small schooner with a cargo capacity of about 300 tons. In the early part of the year 1882, she made her first voyage to Hilo, and made about six complete voyages during that year. The net profits realized from the business for the year were about \$500, and those associated with Captain Matson advised him to quit, but he thought otherwise and continued his enterprise."

"The Emma Claudina continued in the trade until the year 1885, when she was sold. In the meantime, he had arranged to build the big Lurline, and to carry on the business while the Lurline was building, he chartered the brig Salinas, of about 400 tons capacity. This brig was lost on the Hilo coast, and he then chartered the bark Julia Ford, of 800 tons capacity. The Lurline was completed in the early part of 1887, and cleared from San Francisco for Hilo on her first voyage on June 16th. At this time the charter of the bark Julia Ford was given up. The Lurline was profitable from the commencement, and the business began to grow in a satisfactory manner, the Lurline constituting the entire fleet."

"The business was developing in such a satisfactory way that in 1888 the bark Harvester was purchased, with a capacity of 900 tons. In 1890 the schooner Annie Johnson was added to the fleet, her capacity being 1700 tons. This vessel has continued in the trade to this day, and has been changed recently to a schooner rig."

Ever Bigger Vessels.

"In 1893 the bark Santiago, of 1400 tons capacity, was added. In 1896 the Lurline was sold, and in 1897 the bark Roderick Dhu, of 2500 tons capacity, was added to the fleet. In 1898 the Falls of Clyde was purchased, capacity 2700 tons, and in 1900 the ship Marion Chilcott, of 2500 tons capacity, was purchased."

"All these vessels were separate partnerships owned by Captain Matson and his associates."

Steamers Crowding In.

"By this time, steam transportation had begun to dominate Pacific Ocean commerce and Captain Matson, always looking to the future, realized that the days of the sailing vessel were numbered, and in consequence, on February 9, 1901, the Matson Navigation Company was incorporated, the new company taking over the fleet of sailing vessels which had heretofore been operated under the partnership system. At this time the S. S. Enterprise was purchased. This vessel was rebuilt, and cleared from San Francisco for Hilo on her first voyage on March 29, 1902."

"The next additions to the fleet of the Matson Navigation Company was the ship Monterey, which was rebuilt as an oil tanker. In 1905 he purchased the S. S. Hilonian, which was refitted by the Newport News Shipbuilding & Drydock Co., and arrived in San Francisco two or three days after the great earthquake and fire of 1906. Shortly thereafter she was dispatched on her first voyage to the islands by way of Seattle. Her itinerary was San Francisco to Hilo, Hilo to Honolulu, return to Hilo, and thence to San Francisco."

Castle & Cooke, Agents.

"In July, 1907, the Matson Navigation Company appointed Castle & Cooke, Limited, its agents in Honolulu, and the Hilonian was dispatched from San Francisco to Honolulu direct, arriving here on her first voyage in July of that year. This was the inception of the direct steamer service of the Matson Navigation Company between San Francisco and Honolulu. The development of the company since that day has been fairly rapid."

"In January, 1908, the company absorbed the Planters' Line Shipping Company, which operated a line of sailing vessels between San Francisco and the Hawaiian Islands. Their fleet consisted of bark Andrew Welch, bark E. P. Rithet, bark Geo. Curtis, bark Mohican, bark Gerard C. Tobey, bark Amy Turner, schooner W. H. Marston, bark St. Katherine, ship Tillie E. Starbeck, ship Hawaiian Isles, and ship Port George."

"Since the acquisition of these vessels they have all been sold excepting the bark Andrew Welch, E. P. Rithet and Mohican, which, with the Annie Johnson, now constitute the entire sailing tonnage of the company."

Lurline's Maiden Trip.

"In 1908 the S. S. Lurline was completed, and made her first voyage to the islands, arriving at Honolulu via Hilo in June. In November, 1908, the S. S. Hyades was chartered, and arrived at Honolulu on her first voyage in December. In 1909 the S. S. Wilhelmnia was built and arrived at Honolulu on her maiden voyage in February, 1910. In April, 1910, negotiations were entered into with the owners of the Hyades and she was purchased by the company."

"It became evident that, even with these additions to the fleet, additional tonnage would be necessary to handle the business of the company, and the S. S. Nevada was chartered and arrived here on her first voyage in May, 1910. Upon the expiration of the charter of this vessel, the S. S. Hilonian was chartered, and arrived here on her first voyage in February, 1911."

Meeting Passenger Demand.

"With this fleet the company felt that it would be able to handle its business in a manner satisfactory to itself and its patrons, but it soon became evident that additional tonnage would be required, and in July, 1912, a contract was let to the Newport News Shipbuilding & Drydock Company to construct the S. S. Matsonia and the S. S. Manoa. The Matsonia was built by the company, upon the magnificent lines which you have seen, in response to the urgent demands of the people of the Hawaiian Islands for better passenger accommodations, and has cost the company in the neighborhood of one and a half millions of dollars."

"The S. S. Manoa has also fine accommodations for ninety passengers. She passed through the Straits of Magellan into the Pacific Ocean on January 31, and should arrive at Honolulu on her maiden voyage about the 24th day of March. The Manoa is of a type between the Wilhelmnia and the Lurline, and cost the company about \$820,000. It is the belief of the company that the Manoa will earn practically as many dollars as will the Matsonia, and you will realize that two of this type could have been constructed for the amount of money which the Matsonia cost, and each one of these steamers would, itself, have made as much money as the Matsonia. Therefore, it is evident that the Matson Navigation Company have not tried to construct a steamer which would earn the largest return to it upon the money invested, but a steamer which should please the public of the Hawaiian Islands."

Up to Honolulu.

"Whether or not the company can continue to operate such a magnificent steamer as the Matsonia in this trade depends almost entirely upon the support which is extended to it by the people of the islands, and the future development of the company is largely in their hands."

He Has Made Good.

"The foregoing is a brief review of the progress of a great transportation company from the little schooner Emma Claudina to the magnificent fleet of steamers flying the Matson flag today. When the large shipping interests of Honolulu placed their freighting arrangements with the Pacific Coast in Captain Matson's hands they also placed on him the responsibility of providing adequate passenger facilities between Honolulu and San Francisco. He has made good and judging the future by the past the people of this Territory can rest assured that the Matson Navigation Company will keep pace with the march of tourist travel to our shores."

Hawaiian Owned.

In conclusion, the paper of Mr. Tenney's gave the ownership of the Matson Navigation Company, as follows:

	Shares
Capital stock issued	17,736
Owned by citizens of Hawaii and Hawaiian corporations	8,520
Owned by residents of San Francisco whose business interests are almost exclusively in Hawaii	7,047
Total	15,567

Leaving a balance of 2169 shares which are owned mostly in San Francisco by people whose business interests are largely outside of Hawaii."

Expected Business Backing.

George B. Carter, who presided, then called upon Governor Pinkham who spoke briefly. He referred to the comments of preceding speakers as to the share the territorial government must take in the development of the port, saying: "Just as soon as your Governor can study the questions before him and formulate some business policies, he will expect the business men of the community to give him their backing and support," a statement that

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was received with cheers. "I have announced a program of economy," he said, "but I want to assure you that whenever a sound business proposition is made I will get busy in advocating it."

Governor Pinkham hinted at a greater participation in the affairs of Hawaii by the Army and Navy than has been the case. "Just what I have in mind when I say this, I am not going to tell you," he said. "When I was in Washington, however, I found that Hawaii had some good friends there who had in mind the needs of Hawaii along these lines."

A room in a school in Los Angeles has been modeled after the principal room in a Roman house, in the belief that the pupils will learn Latin more rapidly in appropriate surroundings.

Take Lincoln Experts Into Camp and Win First Series Championship of "Y" Basketball.

There was a big surprise at the Y. M. C. A. on Monday night when the Kamehamehas took the championship of the first series of basketball by defeating the crack Lincoln five by the score of 18 to 17. Both teams had won three games each and through superior team work the Kams were able to take the deciding game.

Momi Kanahele played a star game at forward, annexing a number of goals from free throws as well as several ringers from the field. D. Bent, who was assigned the task of guarding Kanahele, the star player and captain of the Lincolns, did a good job of it, holding his man to three baskets.

At the end of the first half the followers of the Conqueror of Oahu led the Rail Splitters by five points. Just after the second half began they tossed another through the wicker, making a score of 16 to 9. Coach Barter's men then took a brace and threw three field goals and two free throws in rapid succession. Coach Wine's men annexing only one basket during this time, thus making the final score 18 to 17. During the last few seconds of play Captain Kanahele almost won the game for his team by tossing the ball to the iron where it rested for a time, finally falling on the outside.

Kams. Lincoln.
M. Kanahele..... 18
P. Walker..... 11
Wong Pui..... 10
D. Bent..... 10
A. Roach..... 6
A. Cannon..... 5

A short series of three games is now to be played between the Lincolns, Wellingtons and Kamehamehas. The winner of this series will play the Kams for the championship of the Y. M. C. A. The first game will be played to-morrow night between the Lincolns and the Wellingtons and on Monday the Kams will play the Wellingtons.

The champions of Division B for the first series goes to the Sherimans, who took a game from the Tamerlaines by default. The Lees had a hot game with the Peter-the-Greats, winning out by the score of 22 to 14. Lionte again played a star game at guard for the Peters.

Players: Peter-the-Greats—A. Melin, Feder, forwards; Lionte, C. Xbear, guards; A. Petina, center.
Lees—H. Peterson, H. Day, guards; J. Bruns, T. Arnold, forwards; A. J. Morgan, center.

On Thursday night Division B begins its second series when the Sherimans toss baskets against the Peter-the-Greats.

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Considerable Food for Baseball Fans Is Writ Below—Six Thousand Men to Be Considered.

SCHOFFIELD BARRACKS, February 3.—The average Schoffield Barracks fan can be depended on to support with enthusiasm most any old sporting proposition, to contribute his bit of change to the lex office till and to bet all that he has left on the side if the said sporting proposition is to his liking.

There are at the big posts about 6000 of the genus fan who measure up to the average all good clean sports. By the same token these 6000 are quick to resent anything which they consider a violation of the rule of the "square deal" and no amount of argument can convince them that the Schoffield Barracks members of the All-Service baseball team have had a square deal handed out to them. The melancholy procession of local diamond favorites who have been trailing back from Fort Shafter the last four weeks following their dismissal from the squad because the brand of ball they put up was said to be below the Coast Defense standard, have made the local fans good and sore.

When the project of organizing a representative Army team for the coming Carnival was first bruited Schoffield Barracks took up the thing with enthusiasm. Despite the fact that there was no Schoffield representative in the team's management, it was expected, as a matter of course, that Schoffield would have a representative bunch of players in the lineup.

It was considerable of a surprise when the selection was made that the First Infantry, with its bunch of fast players, did not even get a look in, and despite the small number of men chosen from the other regiments, there was considerable fine material in the squad and it has been a great disappointment to the fans to find that almost none of these men have been given a chance.

The garrison at Schoffield numbers nearly two-thirds of the soldiers on the island, yet at the present writing they are only represented on the All-Service team by two players. Collins, the fast Twenty-fifth infanter who led the Post League in batting and fielding last season, is the latest player to get his release. The discharge of "Big Chief" Robinson of the Signal Corps will probably give Gramith a chance as third base and it looks as though he and Williamson alone will represent the post. It is understood here that the All-Service team management declines to cross bats with any nine from the Army until after the Carnival series. The support is very disappointing to the local fans, who would like to see Joe Byrne's "Lillehus Independents" put Schoffield Barracks on the local baseball map.

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It is said that a hundred thousand canaries are kept in Paris apartments, and that it costs \$2000 a day to supply them with chickweed plants. There also consume large quantities of lettuce, hemp, and other seeds.